



D.C. Office of Planning

OP Responses to Questions from ANC5A Brookland Community Forum held on March 13, 2010

Question	OP Response
1. There is a lack of feedback and follow through on OP's part. How can that be improved?	OP acknowledges that it has not been as responsive as it should have been to some of the issues that ANC 5A outlined when the Small Area Plan (SAP) was approved by Council in March 2009. As mentioned at the Forum, we are enhancing our staffing to the SAP implementation efforts to provide regular updates and partner with the community to develop a strategy to prioritize actions and implementation. The first Implementation Task Force meeting has been scheduled for Wednesday, April 21, 6:30 pm at the Luke C. Moore Academy.
2. What resolutions are planned to offset the increased demand on traffic corridors?	<p>The SAP provides guidance to mitigate traffic demands emanating from new developments. The original scope of work for the transportation study was expanded at the request of stakeholders in order to assess the traffic impacts of a broader area that included other major developments outside the study area, such as the McMillan Sand Filtration Site and the Armed Forces Retirement Home. The following traffic mitigation measures/transportation improvements will be provided through approved PUDs:</p> <p>1. Abdo/Catholic University PUD:</p> <ul style="list-style-type: none">• Transportation Construction – The applicant will reconstruct the intersections of 7th Street and Michigan Avenue and Monroe Street and Michigan Avenue. Seventh Street would be realigned with the entrance to Catholic University on the north side of Michigan Avenue. Reconstruction of the Monroe and Michigan intersection would involve creating a T intersection with Monroe terminating at Michigan. The improvements, which would enhance pedestrian and vehicular safety, would also require the dedication of some right-of-way.• Transportation Demand Management (TDM) – The applicant's transportation consultant has recommended a number of TDM measures including the designation of a Transportation Management Coordinator, provision of SmarTrip cards for new residents and the provision of car sharing parking spaces in the public portion of the Block A1 parking garage <p>2. Artspace Studios PUD:</p> <ul style="list-style-type: none">• The required amount of parking is provided but at low transit-oriented development parking ratios. No parking is required for the Dance Place building. All parking will be provided in a garage, which will improve pedestrian safety and provide more efficient and



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	<p>effective vehicular circulation</p> <p>3. Conference Center PUD:</p> <ul style="list-style-type: none">• The applicant will relocate the Irving Street entrance drive into the Property; install a traffic signal and advanced flashing beacon on Irving Street; and provide a separate left turn-lane along the westbound approach of Irving Street
<p>3. <u>Traffic</u>: What about changing the zoning requirements for new buildings/renovations to opt out of parking spaces?</p>	<p>Through the Zoning Update process, OP has recommended (and the Zoning Commission has given conceptual approval to) changes to the parking requirements in the Zoning Regulations. In general, the recommendations would continue to require off-street parking for non-residential and multifamily development in residential districts where multi-family dwellings are not allowed (essentially, R-1 through R-4) and in some commercial corridors near such districts. Minimum parking requirements would not apply in residential districts that permit multi-family dwellings or in commercial districts that are within ½ mile of a Metrorail station or ¼ mile of a high ridership surface transit corridor.</p> <p>The ZC heard the OP recommendations on July 31, 2008. After receiving positive guidance from the ZC on our recommendations, the next step is to draft regulations that would implement the recommendations. We don't have an exact date for when draft parking regulations would be published, but at present we're hoping to have a draft available for review this fall. Because the parking revisions are part of the comprehensive Zoning Update, the schedule may change, depending upon the overall schedule for the process.</p>
<p>4. Has an environmental impact statement been done? Is this required?</p>	<p>The PUD process is separate from the EIS process and the applicability of an EIS depends upon the project. At the time of building permit, some projects are required by DCRA to complete an Environmental Impact Screening Form (EISF), which determines if an EIS is required. Environmental Impact Screening Forms (EISFs) are administered by DCRA. OP provides limited comments, essential whether the proposal would "disrupt or divide the physical arrangement of an existing community; might adversely impact the environment; and/or might induce significant growth or concentration of population that might adversely impact the environment". Other agencies (DDOT, DDOE, etc.) comment separately on other EISF related issues. In the Brookland area, DCRA has had EISF processes for the Artspace Studio PUD and for the Abdo/CUA PUD. Both projects were approved by the Zoning Commission.</p>



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5. Is there any sustainability in the Comprehensive Plan development that shows the impact of all new development?	<p>The District of Columbia strives to be a place that models sustainability. Many of the policies in the Comprehensive Plan and other guiding documents, such as the DC Green Agenda set out recommendations to address the relationship between land use and environmental impacts. The historic size of the population can be accommodated in the District with an increasingly smaller ecological foot print by using efficient green building and design standards. The District uses approaches such as transit oriented development to create more walkable communities. This creates neighborhoods where residents can walk to get the services they need and have transit choices. The outcome is a reduction in the number of cars on the street, and a more sustainable environment. The Office of Planning will continue to work with the ANC to ensure that new development achieves the best possible sustainable design.</p>
6. How can the small area plan be shaped at this point to preserve neighborhood character?	<p>The SAP was unanimously approved by Council in March 2009. The opportunity is to now use the recommendations and the guiding principles in the SAP to shape new development. Specifically, "Land use and neighborhood character" was one of the guiding principles of the SAP. The principle is detailed as follows:</p> <ul style="list-style-type: none">• Protect existing neighborhood character• Highlight neighborhood historic and cultural resources• Create an active pedestrian neighborhood with mixed-use development and a variety of housing types for all income levels• Provide civic and cultural amenities• Promote quality in design of buildings and public spaces <p>Additionally, specific recommendations for preserving neighborhood character are included in the sub-area plans. References to compatibility with the existing neighborhood and protecting neighborhood character can be found in the SAP on the following pages:</p> <ul style="list-style-type: none">▪ Executive Summary page(s) 2,3,5, 8▪ Introduction page 11▪ Guiding Principles page 36▪ Small Area Plan page 39▪ Sub Areas page(s) 45, 47,51, 52▪ Recommendations and Implementation page(s) 53, 55, 56, 57
7. How can the OP plan be a rational	<p>An initial Transportation Conditions Assessment was conducted as part of the SAP. Because</p>



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plan if there was no metro plan or transportation study before the process started?	members of the community expressed concerns about the potential impacts of proposed development in the larger area, the transportation scope was expanded to into a larger more comprehensive area Transportation Study.
8. OP should organize “community benefits” coordinate city and WMATA and development to save the green.	The SAP recommends that the ANC establish a design review committee; one of the responsibilities of the committee could be to coordinate community benefits offered through future PUDs. Should ANC 5A or 5C be interested in developing a design review committee, OP is committed to assisting this effort and providing technical assistance. A more detailed explanation of the purpose, structure and benefits of a design review committee is being provided in a separate document.
9. <u>Environment: sewer and the (tree) canopy</u> : the existing sewer system is dated back to the 1800s. It does not support the current population. How is this environmentally progressive?	<p>WASA has implemented a large-scale, long-term plan to reduce Combined Sewer Overflows (CSOs) in local waterways. WASA will separate the sewer pipes and eliminate several CSO outfalls (places where water is discharged into waterways) and use the outfalls for storm water only. Sewer separation will benefit the region by:</p> <ul style="list-style-type: none">• Improving the quality of life for the community• Producing a positive impact on the environment• Supporting future development <p>New storm water outfalls will be created on both the Anacostia and Potomac Rivers. WASA will begin work on the Anacostia River first, because it is a slower-moving river, and pollution stays longer and does more damage in rivers with a slow current.</p> <p>By the year 2025, WASA expects to reduce CSOs in the Potomac and Anacostia rivers and Rock Creek by 96% overall. CSOs in the Anacostia will be reduced by 98%. More information on the CSO project can be found on WASAs website at www.dcwasa under the <u>Combined Sewer Overflow Long-Term Control Plan</u> and the <u>What We Do</u> sections.</p> <p>With respect to tree canopy, the vision of the Green DC Agenda is to provide every resident access to green walkable public spaces. A key commitment of the Green DC Agenda is to improve tree planting methods with a goal of planting an additional 13,000 trees. With the Casey Trees</p>



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	Foundation moving to Brookland, there is a high capacity local partner to engage on tree canopy issues.
10. <u>Local business/parking-municipal</u> : What is being done to assure that each of the residential developments give priority to the retention of DC residents? What preparation of the housing will be reserved for District residents? How do we reserve a portion of the contracts for DC businesses to assure that the dollars turn over at least once in the District? Are there any plans to create municipal parking in other areas of the District?	<p>The Fair Housing Laws do not permit preferential treatment by providing special allowances for any group of people. In developments where there are affordable units available for rent or purchase, District residents can work with Housing Counseling agencies to qualify for leases or home ownership.</p> <ul style="list-style-type: none">▪ The Abdo/CUA development will provide affordable artist live/work space that will be leased to artists at below-market rents.▪ The residential component of the Dance Place Artspace Studios project will be entirely affordable. Each of the artist studios will be available to households with an annual income no more than 60% of the AMI; in fact, half of the units will be available to households with an annual income no more than 50% of the AMI.▪ The EYA residential development as St. Paul's College will provide 24 affordable homeownership units <p>As a proffer from their approved PUDs, Abdo/CUA and EYA/St. Paul's College have committed to First Source Employment agreements. Contractors for the developments will use the DC Department of Employment Services as the first source for recruitment and hiring for new jobs created by the project. 51% of District residents will be hired for all new jobs created.</p> <p>Shared parking is being negotiated in new development as the District is generally not investing in additional municipal parking at this time.</p>
11. <u>Local jobs</u> : Were jobs talked about at the meeting for small businesses and individuals? Furthermore, projects come from the president and that money was to create jobs.	Both the St. Paul's College and the Abdo/CUA PUDs include a First Source Employment Agreement in which the developers will work in tangent with the Department of Employment Services to recruit and hire District residents and LSDBs. District Law requires that employers with First Source agreements hire 51% District residents for all jobs created as well as 51% of apprentices employed in connection with the project.
12. <u>Environment-negative health impact</u> : How are changes and sacrifices	Mayor Fenty and over 1,000 mayors world-wide have signed the Mayor's Climate Protection Agreement to reduce greenhouse gas (GHG) emissions. One goal of the Green DC Agenda is to



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<p>being made best for environment and health of city?</p>	<p>enhance natural spaces, waterways, and urban parks, and protect them for future generations. Parks and green areas will feature a healthy tree canopy and be free of trash, graffiti, pollution, invasive growth, and disrepair. Trails, fields, and courts will be expanded and improved to promote physical and emotional well-being of residents across the city. The District's forests, wetlands, and river habitats will be restored and protected for the benefit of wildlife and for the education and enjoyment of residents. Key components are to:</p> <ul style="list-style-type: none">▪ Rehabilitate or construct new sewer and storm water infrastructure in stream valleys and park land including Watts Branch, Pope Branch and Oxon Run to eliminate accidental sewer discharges and manage storm water to reduce erosion and protect wildlife habitat.• Establish a citywide urban tree canopy goal and implementation plan that identifies funding for tree planting and maintenance projects to restore the District's historic tree cover.• Implement recommendations of the joint District/Federal CapitalSpace initiative to protect, restore, and improve District and federal parklands across the city.• Complete the Anacostia Trails network as part of the Anacostia Waterfront Initiative to provide bicycle and pedestrian access along both shores of the river with improved bridge connections. <p>In 2006 the District created the Green Building Act which requires that all District public buildings meet the US Green Building Council's LEED certification standards for environmental performance. By 2012, all new private development projects will be required to meet LEED certification. While we have a long way to go, the District is committed to creating a more sustainable city. Here are some key accomplishments to date:</p> <p>Energy Star buildings:</p> <ul style="list-style-type: none">○ The region now has 204 commercial buildings that have earned the government's "Energy Star" rating, which makes DC #2 nationally behind LA (a region that is 3X larger) <p>LEED projects:</p>
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	<ul style="list-style-type: none">○ DC is ranked #3 nationally for LEED certified projects○ LEED registered projects: 633○ LEED certified projects: 99○ Total: 732 <p>Transportation</p> <ul style="list-style-type: none">● We currently have 10 SmartBike stations and 120 bikes with plans to have 100 stations and 1000 bikes by the end of 2010● From 1994 to 2008, the share of transit, walking and bicycling trips increased in the District from 40% to 46% (MWCOG Household Travel Survey 2008).● Walkability – 1st in the nation (Brookings Institute)● Metro ridership – 2nd behind NYC; 1M + daily riders (American Public Transit Assoc.)● Metro System – 106 miles; 86 stations (40 in DC)● Transit service – 97% of residents live w/in ¼ mile of transit (mostly bus stops)● 1700 sq.ft secure parking bike station at Union Station - 1st Bike Station on East Coast● 45+ miles of bike lanes, 60 by 2010 <p>We are also acting to preserve important aspects of our Natural Environment</p> <ul style="list-style-type: none">● Aquatic Habitats – 9+ known● Wetlands – 6 known wetlands restoration sites● Bird & Wildlife Watching -- at least 17 notable sites● Community Gardens – 35+● Composting Demonstration Sites – 4+● Schoolyard Conservation garden sites – 70● Ecological restoration sites (creeks, wetlands, bioretention cells) – 13+
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	<ul style="list-style-type: none">• Boating and kayaking sites for enjoying Anacostia and Potomac rivers – 20+• Plan for a Fishable and Swimable Anacostia by 2032 <p>Source: DDOE Green Map 12/09</p>
<p>13. <u>Open Space</u>: (a) what “green” requirements will be applied to all of the planned developments? Will LEED certification be required? If not, why not? (b) while this wave of development is being planned and carved out, what investment will be made in infrastructure-sewer system, transportation, etc., and services (fire, police, EMS) to accommodate increased demand?</p>	<p>Green building is an integral part of the District's sustainable development strategy. The Green Building Act of 2006 requires that all District public buildings meet the US Green Building Council's LEED certification standards for environmental performance. The District supports private sector innovation by expediting LEED Gold-level projects through the permitting process. By 2012, all new private development projects will be required to meet LEED certification.</p> <p>Many developers are already adhering to the green standards established by the District:</p> <ul style="list-style-type: none">▪ EYA at St. Paul's College has committed to LEED silver development▪ The Artspace Studio PUD will incorporate green design principles – a vast improvement over the existing buildings on-site <p>As part of the PUD process, new developments must go through a strict agency review process including WASA to look at capacity and ensure that the infrastructure and service needs of the final project can be accommodated.</p> <p>A portion of Brookland falls within the WASA combined sewer area causing residents to feel the negative impacts of overflows in the past. WASA has implemented a large-scale, long-term plan to reduce Combined Sewer Overflows (CSOs) in local waterways. WASA will separate the sewer pipes and eliminate several CSO outfalls (places where water is discharged into waterways) and use the outfalls for storm water only. A more detailed answer can be found in response number 9.</p>
<p>14. <u>Open space</u>: public parkland: What public parkland and open green space is planned for Ward 5? How much acreage? Where is it located? What amenities are included? When will this become available?</p>	<p>Adding publicly accessible open space in this part of the city has long been a stated objective of residents. OP completed a study of the part of North Capitol Street known as the cloverleaf which looked extensively at options for reconfiguring the interchange to promote better pedestrian, create publically accessible space, and to improve transit and bicycle connections across and through the intersection. Additionally, OP is working with the National Park Service to hold a walkthrough of Ft. Bunker Hill Park at the end of April or early May of this year. A community clean up of Ft. Bunker Hill has been scheduled for April 10th. Specific details are posted on the</p>



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	<p>Brookland list-serve. Additionally, OP is working with DPR to identify additional resources to make improvements to Noyes Park.</p> <p>The following public space amenities are also included in approved PUDs:</p> <ul style="list-style-type: none">▪ Abdo/Catholic University PUD: “Art Walk” and Public Piazza of open space, trees and bike parking▪ EYA/St. Paul’s College: 28% of site is reserved for open space including a Corner Park for passive and active recreation
<p>15. <u>SAP: Can the plan be changed?</u> – Using those residents now present as a sample of the general note consensus. Would that vote change or adjust the development plan?</p>	<p>The SAP was unanimously approved by City Council in March 2009. The process for creating this SAP took 18 months, and included walking tours, Advisory Group meetings, workshops and public meetings. The opportunity for continued public input is available through the Implementation Task force and as projects come forward seeking discretionary approval from the city.</p>
<p>16. <u>SAP: What recourse does the ANC have if the Zoning Commission approves PUDs that the ANC does not support?</u></p>	<p>Decisions of the Zoning Commission are final and are appealable to the District Court of Appeals.</p> <p>A Design Review Committee or Planning and Design Subcommittee of an ANC may provide additional insight for an ANC as PUD applications are reviewed and considered for approval by the Zoning Commission. The committee/subcommittee could take the lead on reviewing PUD or other applications, promoting the interests of ANC constituents and make recommendations to the ANC Commissioners and residents during regular ANC meetings. The committee/subcommittee could hold additional meetings with a developer to move a project to a more fully formed concept before the developer presents to the larger ANC membership.</p>
<p>17. <u>SAP-bury utilities:</u> The Brookland SAP admonished developers to bury utility lines when they develop. In the recent PUD approval Abdo & CUA rejected the community’s request to underground the lines? What can OP</p>	<p>OP engaged Abdo/CUA in discussions to bury the power lines as part of the new development. Ultimately, the cost of burying the lines was prohibitive. The guiding principles in the SAP were used to achieve many other amenities such as</p> <ul style="list-style-type: none">▪ Affordable artist workspace▪ Transportation demand management▪ First source employment agreement▪ infrastructure improvements



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do to give this SAP requirement teeth?	<ul style="list-style-type: none"> Contributions to community based organizations.
18. <u>SAP</u> : Can you give a figure or estimate on the cost of the Brookland/CUA Small Area Plan?	The original budget for the SAP was \$277,316. However, the original scope of work for the transportation study was expanded at the request of stakeholders in order to assess the traffic impacts of a broader area that included other major developments outside the study area, such as the McMillan Sand Filtration Site and the Armed Forces Retirement Home. The cost of the additional transportation analysis was \$83,692, bringing the total project cost to \$361,008.
19. <u>SAP</u> : Why is there no mitigation plan in place to address the 10 large projects planned for our communities?	Development proposals are hypothetical until there is a willing landowner to discuss specific development details and what mitigation measures are possible. In the case of large development proposals, such as Armed Forces Retirement Home, the land is not currently zoned. In the case of development proposals that go through the PUD process, development impacts, such as traffic, are evaluated and mitigation measures are determined.
20. <u>Green space</u> : Why did the Office of Planning convert the community's repeated pleas for green space as green or open space? Open space is not necessarily green and we asked for <u>green</u> space? This was developer friendly and community hostile.	Maintaining and expanding open space is included as a guiding principle in the SAP. The plan recommends improving and maintaining existing park spaces and providing open space within new development. The Office of Planning agrees that these terms are often used interchangeably, but each has a fundamentally different character. The SAP uses the term open space to refer to areas where there is usable, publically accessible outdoor space that can be used for active or passive activities; open space can either be landscaped or paved and can include an array of creative and functional amenities, including public art, benches, gardens, etc. The character and design of the open space will be determined through the development review process.
21. <u>Local jobs</u> : Is there any local community talent/resources that are being used of new development?	Both the St. Paul's College and the Abdo/CUA PUDs include a First Source Employment Agreement in which the developers will work in tangent with the Department of Employment Services to hire District residents and LSDBs. There is an opportunity here for the Design Review Committee or the Implementation Task Force to identify local businesses that could provide services to new development while under construction and once the projects are complete.
22. <u>PUD/CUA</u> : How could OP defend Catholic University's PUD which failed to meet any of the community's top stated concerns: a. Maintain green space	In regards to the undergrounding of utilities, OP and the Zoning Commission felt that the number and amount of amenity items were commensurate with the amount of flexibility granted through the PUD process. With the exception of putting the utilities underground, the Abdo/CUA PUD achieves the vision of the SAP. . The SAP stated that any new development should reinforce the street grid and make new connections where possible. In regards to 8 th Street, NE., the SAP



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<p>b. Reconnect the street grid for vehicles</p> <p>c. Underground utilities</p>	<p>recommended that connection could be either a vehicular connection or a pedestrian connection. The Zoning Commission approved a pedestrian-only 8th Street that would link to the western metro entrance and provide one of the aforementioned plazas. That proposal is consistent with the guidance of the SAP. The project will also considerably improve north-south pedestrian and vehicular movement through major upgrades to intersections at Michigan Avenue and 7th Street and Michigan Avenue and Monroe Street.</p> <p>The SAP recommends that development in this sub-area should make Monroe Street an active, tree-lined connection from east to west through the neighborhood while reinforcing the intersections with 12th Street and Michigan Avenue as anchor points. The following details the PUD's consistency with the Sub-area policy recommendations & PUD consistency:</p> <p>1. Create a large civic/open space as part of a new development along Monroe Street west of the tracks</p> <p><u>PUD consistency:</u> Arts walk, piazza at the northern end of the arts walk and the public square at Monroe and Michigan constitute amenities as they create publicly accessible open spaces and gathering spots for the neighborhood</p> <p>2. Realign Monroe and 7th Streets to form improved intersection alignments with Michigan Avenue;</p> <p>3. Extend 8th Street north of Monroe Street either as a vehicular or pedestrian street – in order to improve connectivity</p> <p><u>PUD consistency:</u> Transportation Construction – The applicant will reconstruct the intersections of 7th Street and Michigan Avenue and Monroe Street and Michigan Avenue. Seventh Street would be realigned with the entrance to Catholic University on the north side of Michigan Avenue. Reconstruction of the Monroe and Michigan intersection would involve creating a T intersection with Monroe terminating at Michigan. The improvements, which would enhance pedestrian and vehicular safety, would also require the dedication of some right-of-way.</p> <p>Other public benefits and amenities of the PUD are:</p>
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	<ol style="list-style-type: none">1. <i>Affordable Artist Work Space</i> – work spaces in Block C will be leased to artists at below-market rents. The Cultural Development Corporation, a non-profit serving the needs of artists in DC, will rent, operate and manage the units. The studios will be leased at “significantly” reduced rates2. <i>Promotion of the Arts and Arts Related Organizations</i> – The provision of the building in Block D as an amenity for the community. The building would be available for free to ANCs 5A and 5C, for a “nominal fee” for other community groups, and “at published rates” for “family-oriented uses such as fitness, Gymboree, or yoga classes”3. <i>Efficient Land Utilization</i> – Per §2403.9(b), “efficient and economical land utilization” may be considered an amenity item. In this case, the applicant proposes a transit oriented development (TOD) on vacant or underutilized land very proximate to a metro station.4. <i>Transportation Demand Management (TDM)</i> – the applicant’s transportation consultant has recommended a number of TDM measures including the designation of a Transportation Management Coordinator, provision of SmarTrip cards for new residents and the provision of car sharing parking spaces in the public portion of the Block A1 parking garage5. <i>First Source Employment Agreement</i> – The applicant will execute a First Source Employment Agreement with the Department of Employment Services6. <i>Other Community Contributions</i> – A variety of contributions to community organizations and neighborhood improvement efforts, totaling \$250,000:<ul style="list-style-type: none">• Aesthetic improvements to the Monroe Street Bridge;• A contribution to the 12th Street Retail Façade Grant Program;• A coordinated retail strategy that will look at the best mix and allocation of retail uses between 12th Street and Monroe Street;• A Catholic University Ward 5 scholarship;• Installation of a “sprung floor” in Building D so that Dance Place can use the facility for recitals and other programs, and a contribution to Dance Place’s Next Generation Youth Program;• A contribution to the Luke C. Moore Academy
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23. <u>PUD</u> : I'm interested in the proposed development of the Col. Brooks Tavern	Developers are encouraged to test their concepts by presenting them to the community before they are in final form. This is the case with the Col. Brooks Tavern proposed development. To date, the Office of Planning has not received a PUD application for the Col. Brooks Tavern. As soon as an application is received, OP will contact ANC5A.
24. <u>PUD</u> : If PUD's can bypass the framework in the SAP – is this process expensive and useless?	The SAP informs the Development Review staff as a PUD is reviewed and the Zoning Commission report is prepared. Ultimately the Zoning Commission makes the final decision. Because a PUD is guided by the Small Area it cannot be inconsistent with the Comp Plan. In the case of the Abdo/CUA PUD, OP did an in-depth analysis of the requested changes to zoning, site plan, parking and loading, and environmental design. This analysis determined that PUD supports further the guiding principles the Brookland SAP.
25. <u>PUD</u> : Are any of the 10 or so planned projects NOT applying for a PUD?	To date, four (4) PUDs in the Brookland area have been approved by the Zoning Commission: 1) Abdo/Catholic University, 2) EYA/St. Paul's College, 3) Conference Center, and 4) Artspace Studios. A Development Activity Report for the Brookland area is being provided as a separate document. As additional applications are received, OP will contact the affected ANC. OP will also inform the ANCs of any by-right development projects of which it becomes aware.
26. <u>Transportation</u> : Can OP cite statistics about the % of residents in TOD projects elsewhere who do <u>not</u> have cars? There is a fear here that new mixed-use developments near the Metro will flood our streets with cars.	Research done by the Center for Neighborhood Technology (CNT) for the Housing and Transportation Affordability Index shows that neighborhood variables (including residential density, transit connectivity, and average journey to work time) are highly predictive of car ownership, car use, and transit use. Cities included in the CNT research were Portland, Oregon, Arlington County, Virginia, Cook County, Illinois and the San Francisco Bay Area. The bottom line: the more a neighborhood meets the factors that we associate with TOD, the less likely residents are to own and use cars. See http://htaindex.cnt.org/about.php for links to multiple reports that extensively document this. For example, <u>one study</u> in 2002 found that as a neighborhood changes from one of homogenous land use to mixed-use, the probability of owning a car decreases by 31%.
27. <u>Transportation</u> : <u>Shuttle</u> How can	A preliminary memo has been drafted by the TLC consulting team with recommendations to



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<p>the results of the shuttle study by reincorporated into the CUA PUD?</p>	<p>follow within a few weeks. OP staff is scheduled to meet with the TLC team to discuss the findings of the shuttle study and to ensure SAP recommendations are incorporated into the final report. The results of this meeting as well as the recommendations of the study will be shared with ANC5A reported out in their monthly meeting as well as the written monthly communication on the SAP implementation that OP is committed to providing.</p> <p>The recommendations from shuttle study can be incorporated into the Metro station development as a site plan is conceptualized. OP will work with the affected ANC and WMATA as they resume the station access study for the Brookland/CUA station to ensure that the recommendations from the shuttle study are incorporated into the final document. As transportation improvements are finalized for the Abdo/CUA PUD OP will work with the developer and DDOT as well as the private shuttle operators to incorporate the recommendations of the shuttle study.</p>
<p>28. <u>Transportation: Increased development traffic impact</u>: What specifics are identified to satisfy the impact on increased traffic? What is required by the developers in their re-increased congestion?</p>	<p>The SAP contains specific short, medium and long term transportation recommendations for the street grid in Brookland including Michigan Avenue, Monroe Street, 12th Street, 10th Street and John McCormack Road. A detailed Transportation Recommendations and Implementation Matrix is included in the final SAP.</p> <p>The following traffic mitigation measures/transportation improvements will be provided through approved PUDs:</p> <ol style="list-style-type: none">1. Abdo/Catholic University PUD:<ul style="list-style-type: none">• Transportation Construction – The applicant will reconstruct the intersections of 7th Street and Michigan Avenue and Monroe Street and Michigan Avenue. Seventh Street would be realigned with the entrance to Catholic University on the north side of Michigan Avenue. Reconstruction of the Monroe and Michigan intersection would involve creating a T intersection with Monroe terminating at Michigan. The improvements, which would enhance pedestrian and vehicular safety, would also require the dedication of some right-of-way.• Transportation Demand Management (TDM) – The applicant’s transportation consultant has recommended a number of TDM measures including the designation of a



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	<p>Transportation Management Coordinator, provision of SmarTrip cards for new residents and the provision of car sharing parking spaces in the public portion of the Block A1 parking garage</p> <p>2. Artspace Studios PUD:</p> <ul style="list-style-type: none">• The required amount of parking is provided but at low transit-oriented development parking ratios. No parking for the Dance Place building. All parking will be provided in a garage, which will improve pedestrian safety and provide more efficient and effective vehicular circulation <p>3. Conference Center PUD:</p> <ul style="list-style-type: none">▪ The applicant will relocate the Irving Street entrance drive into the Property; install a traffic signal and advanced flashing beacon on Irving Street; provide a separate left turn-lane along the westbound approach of Irving Street
<p>29. <u>Transportation/reduce # of cars</u>: Please address the conviction that cars should be more restricted, <u>not</u> accommodated – given air pollution.</p>	<p>The goal of the SAP is to create vibrant destinations within the study area that are within walking distance of Metro and existing neighborhoods thereby reducing the number of cars on the street. Sustainable development offers a variety of transportation choices therefore encouraging other modes of travel. The District has made great strides in reducing the number of cars on the street.</p> <ul style="list-style-type: none">• We currently have 10 SmartBike stations and 120 bikes with plans to have 100 stations and 1000 bikes by the end of 2010• From 1994 to 2008, the share of transit, walking and bicycling trips increased in the District from 40% to 46% (MWCOG Household Travel Survey 2008).• Walkability – 1st in the nation (Brookings Institute)• Metro ridership – 2nd behind NYC; 1M + daily riders (American Public Transit Assoc.)• Metro System – 106 miles; 86 stations (40 in DC)• Transit service – 97% of residents live w/in ¼ mile of transit (mostly bus stops)• 1700 sq.ft secure parking bike station at Union Station - 1st Bike Station on East Coast• 40+ miles of bike lanes, 60 by 2010



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	<p>Of course, some residents, patrons, employees or the elderly will continue to drive to destinations within Brookland; therefore, the draft plan includes a number of parking recommendations designed to improve operations and capacity. These include creating new on-street parking along 12th Street, expanding Residential Permit Parking to night and weekends, and creating a parking district.</p> <p>A Federal Transit Administration Report entitled “Effects of TOD on Housing, Parking and Travel” found at this link (http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp_rpt_128.pdf) studied the actual transportation performance of several TODs across the country (including 5 in the Washington region) and found that the standard ITE trip generation rates overstate automobile trips for TOD housing by as much as 50%.</p>
<p>30. <u>Transportation – model</u>: If you have a new transportation model – how do you ensure that the model is close to reality -- that it takes into account all transportation that is actually used?</p>	<p>The DDOT Transportation Model Study will refine the COG travel demand mode to understand in greater detail the impacts of different development scenarios and capital improvement projects throughout the District. Once the model is “built” it will be tested on key locations in the District, including the Upper Northeast area. OP will work with DDOT and the ANC to ensure that the progress and results of the Model Study will be given to the community. OP will include a status report of this study in the monthly communication to ANC5A.</p>
<p>31. <u>Retail</u>: What other ways to support the 12th Street businesses with half the base population were considered? Has OP considered consultants who might propose creative solutions such as more local shopping, loyalty, higher value shopping, better public amenities, etc.? How many HOUSEHOLDS does the neighborhood have versus population? Households without</p>	<p>The current population residing in Brookland has not been able to provide the level of support to the 12th Street businesses necessary to create and maintain a vibrant commercial node. OP has just completed a city-wide retail action strategy that includes Brookland as a target area. Recommendations from this strategy include: building on and upgrading the Main Street style neighborhood serving retail along 12th Street, fill in storefront gaps along the corridor, install way finding signage, recruit successful independent retails to fill gaps along the corridor and program additional community events. OP will work with the implementation task force in prioritizing the recommendations from this study for the 12th Street commercial node.</p> <p>In 2006 Brookland had a total of 27,394 residents and 10,871 households.</p>



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children have more disposable income for higher-value products from local businesses.	
32. <u>Foggy Bottom Citizens Association</u> : Court of Appeals Decision (recent) held that public amenities agreed to by PUD approval need not be implemented by date certain (such as issuance of permit) but is acceptable if developer intends to comply. How can community buy-in occur without assurances?	The Office of the Attorney General (OAG) has explained that the principal issue in the Court of Appeals ruling is whether the developer is acting in good faith to provide the amenities, not whether there is a harsh enforcement clause. OP believes this ruling should not deter or limit a community's ability to negotiate and support a PUD because the amenities are still called out in the PUD order; any change in the applicant's amenity proffers <u>would</u> require that the developer return to the ANC and the Zoning Commission to modify the PUD Order. The community and the Zoning Commission would again weigh whether the proffered amenity modifications are commensurate with the level of relief requested. There have only been about 3-4 modifications to the amenity package in the past ten years. There is no reason to think this ruling would change the PUD and amenity process.
33. <u>PUD</u> : please clarify: (a) amenities v. benefits – stop using the word interchangeably/ they mean different things (a) they enhance and embellish developer bottom line – ongoing “income” from community; (b) that (money for programs, etc.) which community can request from developers and hopefully will insist that benefits be annual and ongoing since the developers income is ongoing; infinitum.	<p>The Zoning Regulations define benefits and amenities:</p> <p>§2403.6 Public benefits are superior features of a proposed PUD that benefit the surrounding neighborhood or the public in general to a significantly greater extent than would likely result from development of the site under the matter-of-right provisions of this title.</p> <p>§2403.7 A project amenity is one type of public benefit, specifically a functional or aesthetic feature of the proposed development that adds to the attractiveness, convenience, or comfort of the project for occupants and immediate neighbors.</p> <p>The ANC, in its negotiations with an applicant, can always ask for amenities to be disbursed on an annualized basis.</p>
34. <u>PUD/Col. Brooks</u> : How are the zoning changes proposed for the Col.	The developer for Col. Brooks has not submitted a PUD application to the Office of Planning or the Zoning Commission for review. ANC5A will be notified when an application is received. Once the



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Brooks development going to affect the 3400 block of 10 th Street?	application is reviewed the Office of Planning may be able to determine the impact of the proposed development on the 3400 block of 10th Street.
35. <u>Implementation</u> : Will you make a public commitment to a task force of resident planners and others in Ward 5 including OP and other relevant agencies?	<p>OP will honor the public commitment we made on March 13th at the ANC5A Community Forum to help form and staff an Implementation Task Force for the SAP. The first Implementation Task Force meeting has been scheduled for Wednesday, April 21, 6:30 pm at the Luke C. Moore Academy.</p> <p>The appropriate District government agencies will be invited to participate on the implementation task force.</p>
36. What is being done to encourage young professionals with their families? Development seems to be directed toward single, upwardly-mobile resident? How can we make the area family friendly?	The number of homeowners out numbers renters in Brookland today. As is the case in much of the rest of the region, many of these homeowners living in single family residences may at some point downsize to smaller units making such dwellings available for families with children. New development will accomodate a <u>m</u> ix of housing types and sizes. The SAP market analysis recommended additional new for sale construction in Brookland based on the success of other residential development in the area. The analysis showed that Brookland could absorb approximately 1,800 units of housing from studio to 3 bedrooms.
37. How can a plan that adds more square feet of retail than on all of the 12 th Street and does not more than double population not be a negative pressure on 12 th Street retail.	The SAP clearly states that development that draws new retail and services should strengthen and support the 12 th Street commercial core by targeting different retail categories and not duplicating existing retail offerings. New retail offerings will draw new shoppers to the area creating a more vibrant commercial node. The SAP market study indicated that the 12 th Street niche is small boutiques and unique stores. The key is to unify the two areas through streetscape, signage, and branding. The two areas can cater to different buyers and co-exist in the same neighborhood.
38. Does OP Planning take into account the transition greater Brookland is going through as a result of the large percentage of residents who have lived in the neighborhood since the blockbusting that occurred in the 1950s and the early 1960s after the Supreme Court struck down racial	The District has enacted provisions in the tax system to provide some financial relief for homeowners. First is the Homestead exemption which reduces a home's assessed value prior to computing the yearly tax liability. The second is the "circuit breaker" programs that provide relief from the property tax burden for those with lower incomes. The SAP is meant to provide a framework for how future development should occur. The SAP suggests a mix of housing types for various income levels within the sub areas, including town houses and multifamily buildings. In the mid-20 th century the Brookland population of nearly 11,000 supported a thriving main street, institutional offerings, and enjoyed a cohesive, family-oriented community. The current



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covenants in real estate?	population is 6,000 in the study area; development suggested in the draft plan may raise Brookland's population closer to historic population levels giving rise to a more vibrant community. The SAP is based on transit oriented and smart growth principles of clustering development at the metro station and expanding housing, retail and employment choices that are accessible by multiple transportation modes. By using these principles as well as the guiding principles in this draft plan, future development will enhance the amenities that are available to the community.
39. Wouldn't moving metro portals be very expensive and why?	Yes. The concepts presented in the SAP are meant to be aspirational and encourage the highest and best uses. The rationale for relocating the Metro station portals was to create more of a center or "heart" of Brookland via Newton Street. This alignment would create continuous open space. WMATA is expected to resume its Station Access Study in July of this year. The SAP recommendation for relocating the station portals will be studied more extensively at that time. ANC5A will be notified by OP when the schedule for that study has been finalized.
40. What is the justification for increase in housing in Brookland?	In the mid-20 th century the Brookland population of nearly 11,000 supported a thriving main street, institutional offerings, and a cohesive, family-oriented community. The current population is 6,000 in the study area; development suggested in the draft plan may raise Brookland's population closer to historic population levels.
41. Given the negative of WMATA as being safe, how is this impacting PUDs/SAPs promoting metro access?	Despite recent incidents on Metro, transit travel remains a very safe mode of travel, relative to other local travel modes. However, the District's policies encourage a variety of transportation choices, not a total reliance on Metrorail. Increasing mobility and transit options for residents is critical. New SmartBikes bike sharing program gives subscribers on-demand and self-service access to bicycles. Expanded Circulator service offers frequent, reliable service to some of the city's most visited destinations. The Circulator's new "Where's My Bus?" application for mobile devices uses GPS data to provide real-time information on the closes buses and any service updates. Residents also continue to walk, taking advantage of pedestrian connections, sidewalk improvements, and enhanced pedestrian crosswalks. The new Streetcar system will also provide additional transportation choice and connect neighborhoods throughout the city.
42. <u>Comment – not a question</u> – Wanted to add that a large number of the residents in this area are in support of the Brookland SAP and PUDs. We	Noted. OP appreciates your input.



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are eagerly awaiting the development. Most of us just cannot stand these meetings where only the loud voices of a few think they represent the whole area.	
43. <u>OP isn't the only agency not communicating with residents in an on-going basis</u> and why is it when you present at community meetings, you provide updates with extremely short turnaround times such as by April 30 for the Retail Task Force.	We acknowledge your comment and the many demands on the time of civically engaged residents and businesses, however it is unlikely that we will be able to routinely provide more than five weeks of notice for a scheduled meeting. In an effort to get work underway on overdue items, the first Implementation Task Force meeting has been tentatively scheduled on Wednesday, April 21, 6:30 pm at the Luke C. Moore Academy. Once the location is confirmed, OP will notify ANC 5A and residents immediately. Because retail coordination was identified as a priority item by ANC 5A, one of the first tasks of the Task Force is to review the recommendations of the Retail Action Strategy and create a plan to develop merchandising strategies for the 12 th Street node and the Michigan Avenue and Monroe Street node.
44. <u>Green space/Wmata</u> : when the contracts were signed 30 year past, the metro would be kept green. How do you add multi-unit housing with no green space.	The Washington Area Transit Administration staff does not have a record of an agreement with the community on how much green space should be preserved at the Brookland/CUA Metro station. OP will work with the affected ANC in negotiation of PUD amenities at the Metro station during the Station Access Study as well as in the future should a PUD application be received.
45. <u>Role of OP/OZ: Ms. Tregoning</u> : Given that 3+ years and some millions of dollars were spent preparing the Small Area Plan and given that the Office of Planning refuses to defend the principles of the Plan, in particular, before the Zoning Commission. Please explain why the Office of Planning should not be eliminated?	<p>The original budget for the SAP was \$277,316. However, the original scope of work for the transportation study was expanded at the request of stakeholders in order to assess the traffic impacts of a broader area that included other major developments outside the study area, such as the McMillan Sand Filtration Site and the Armed Forces Retirement Home. The cost of the additional transportation analysis was \$83,692, bringing the total project cost to \$361,008.</p> <p>The Office of Planning is required to prepare a detailed analytical report to the Zoning Commission for each PUD application received. If the proposed development falls within an area with an approved SAP, that document along with the Comprehensive Plan is consulted for guidance and consistency.</p>



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<p>46. <u>OP/Role</u>: Overview of OP's duties parameters – what it includes and excludes, <i>i.e.</i>, does it include benefits and amenities in its duties as their planning process; is making rooftops green included in your duties?</p>	<p>The role of the Office of Planning (OP) is to guide development by informing decisions, advancing strategic goals, encouraging the highest quality outcomes, and engaging all communities. Once a PUD application is received, it is reviewed by OP staff. An analytical report is written giving the background and facts of the case, a description of the proposed site and surrounding area, a description of the project and how it satisfies PUD evaluation standards. OP provides its technical analysis and recommendation to the Zoning Commission.</p> <p>Public amenities and benefits are the outcome of the PUD process. Sections 2403.5 – 2403.13 of the Zoning Regulations discuss the definition and evaluation of public benefits and amenities. In its review of a PUD application, §2403.8 states that “the Commission shall judge, balance, and reconcile the relative value of the project amenities and public benefits offered, the degree of development incentives requested, and any potential adverse effects according to the specific circumstances of the case.” Sections 2403.9 and 2403.10 state that a project must be acceptable in all the listed proffer categories, and must be superior in many. To assist in the evaluation, the applicant is required to describe amenities and benefits, and to “show how the public benefits offered are superior in quality and quantity to typical development of the type proposed...” (§2403.12).</p> <p>Evaluation of benefits and amenities is partially based on an assessment of the additional development gained through the application process.</p> <p>Examples of public benefits and amenities include:</p> <ul style="list-style-type: none">• Affordable housing• Exceptional architecture and project design• Minority business participation and first-source employment opportunities• Contributions to DC Public Schools, libraries, or other neighborhood centers• Sustainable building elements• Services for elderly, handicapped, children, etc.• Public Space improvements (streetscape renovation, maintenance, etc.)• Community meeting space• Subsidized commercial space for local businesses
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	<p>The Zoning Commission has recently taken steps to clarify the amenity process by requiring all proffers from the applicant to be in writing prior to the ZC taking action on a PUD. Also, as part of OP's Zoning Review process, the PUD Working Group is to begin a series of public meetings on Wednesday, March 24, 2010. It is anticipated that the group will address the issues of how amenities are determined and how implementation can be strengthened.</p>
<p>47. <u>PUD Height</u>: Behind Union Station development allowable height is being measured from above the bridge. How will height be measure for buildings near the Michigan Avenue Bridge?</p>	<p>The proposed zoning regulations for the air rights behind Union Station would permit height to be measured, in conformance with the Height Act, from the sidewalk at the middle of the front of the building. In that instance the sidewalk happens to be on the H Street bridge; that is the only street that the subject property fronts on. In the case of properties near Michigan avenue, all have frontage on other streets such as 9th Street or Bunker Hill Road, so could not claim the elevated Michigan Avenue as their only frontage nor their measuring point for height.</p>
<p>48. <u>Transportation</u>: During the planning process, the community demonstrated your transportation study was flawed; you continued the SAP on the basis of the study you admitted was flawed. How is that rational?</p>	<p>An initial Transportation Conditions Assessment was conducted as part of the SAP. Members of the community expressed concerns about the potential impacts of proposed future development in the larger area including the McMillan Sand Filtration Site and the Armed Forces Retirement Home. The assessment was expanded into a larger more comprehensive transportation study. The Department of Transportation will initiate a city wide Transportation Model Study to refine the COG travel demand mode, to understand in greater detail the impacts of different development scenarios and capital improvement projects throughout the District. Once the model is "built" it will be tested on key locations in the District, including the Upper Northeast area. Recommendations and an implementation strategy for mitigation and improvements.</p>
<p>49. <u>PUD – All Community Benefits</u>: projects never have benefits for the community; understand matter of right; all PUDs should include community <u>benefits</u> package before OP and Zoning Commission accept; there needs to be "enforcement" to protect community.</p>	<p>All PUDs are required to profer amenities or benefits to the impacted community. These amenities are negotiated with the ANC and in come cases affected civic associations. The Zoning Commission reviews the PUD application including the benefits being offered. The enforcement of the amenities lies with the Department of Consumer and Regulatory Affairs. Before building permits or Certificates of Occupancy are granted the developer must fulfill the commitment made to the community.</p> <p>The Zoning Commission has recently taken steps to clarify the amenity process by requiring all</p>



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	<p>proffers from the applicant to be in writing prior to the ZC taking action on a PUD. Also, as part of OP's Zoning Review process, the PUD Working Group is to begin a series of public meetings on Wednesday, March 24, 2010. It is anticipated that the group will address the issues of how amenities are determined and how implementation can be strengthened.</p>
<p>50. Public officials resisting solution to air pollution. What stake in auto industry that continues to pollute?</p>	<p>Mayor Fenty joined over 1,000 mayor's world-wide who signed the Mayor's Climate Protection Agreement to reduce greenhouse gas (GHG) emissions. The District uses approaches such as transit oriented development to create more walkable communities reducing the number of cars on the street, creating a more sustainable environment.</p>
<p>51. <u>McMillan</u> site is a historic facility that can contribute more value as is or intact than if eradicated.</p>	<p>The Office of the Deputy Mayor for Planning and Economic Development has selected a development team for the McMillan Sand Filtration Site led by EYA. An advisory committee has been established comprised of leaders from the surrounding communities to determine the master plan and uses for the site; in any event there will be a significant historic preservation component to the project.</p>
<p>52. <u>The McMillan Sand Filtration Site</u> is a national historic landmark located in an area that enjoys no public parkland and virtually no public amenities. How do you justify the destruction of this landmark and transfer of this public land to private interest for for-profit development?</p>	<p>The site was sold to the District by the federal government in 1987 for the purposes of redevelopment. In its current condition, the site is unsafe and not usable for any kind of activity. The goal of the redevelopment project is to create an architecturally distinct, vibrant, mixed-income community that provides housing, job, retail, educational, and recreational opportunities for District residents. The project will include affordable and workforce housing and 35 percent of the local contracting opportunities must go to certified local, small and disadvantaged businesses (LSDBEs). The Office of the Deputy Mayor for Planning and Economic Development has selected a development team for the McMillan Sand Filtration Site led by EYA. An advisory committee has been established comprised of leaders from the surrounding communities to determine the master plan and uses for the site. There have been approximately 15 meetings of the Task Force, community workshops sponsored by Councilmember Thomas, ANC5C and the Office of the Deputy Mayor for Planning and Economic Development. DMPED and the development team are working on PUD and HPRB packages that will be submitted to Zoning Commission and Historic Preservation Review Board in December of 2010. The focus for the rest of the year will be improving the site plan and doing feasibility studies to support these packages.</p>



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53. <u>The Cloverleaf Study</u> : Why is DOP proposing a park in the center of a busy traffic circle (upper N. Capitol) <u>instead</u> of enhancing the <u>existing</u> historic McMillan park?	<p>The Cloverleaf Study looked extensively at options for reconfiguring the interchange to promote better pedestrian, transit and bicycle connections across and through the intersection. Additionally, adding publicly accessible open space in this part of the city has long been a stated objective of residents. The McMillan site was not part of the study and its revitalization is being led by the Office of the Deputy Mayor for Planning and Economic Development. Mixed-use development, including recreational opportunities and open/public space, is anticipated for the site.</p>
54. As a resident of Ward 5 who lives in proximity of BFI/CWI “Allied Waste Transfer Station” – what input has Advisory Commissioners had on recognizing and fighting harmful health affects, carcinogenic particulates, asthma, cancer rats, raccoons, hump back flies? What harmful development consequences have you recognized on the plans for Rhode Island Avenue Metro Station? Why is a deluxe community of houses, swimming pools and business being constructed in a working class community without input from all Ward 5 commissioners?	<p>The Department of Consumer and Regulatory Affairs (DCRA) is responsible for monitoring transfer stations in the city. Kenneth Wilson, the Chief Inspector for Ward 5, can be reached at Kenneth.wilson@dc.gov or 202.481.3396.</p> <p>The Zoning Commission approved the PUD for Rhode Island Avenue Metro Station Development:</p> <ul style="list-style-type: none">• Stage 1 PUD approved on October 7, 2005• Stage 2 PUD approved on March 12, 2007 <p>The process included several public meetings and input from the Advisory Neighborhood Commissioners.</p> <p>The planned mixed-use development will transform the 8.5 acre surface parking lot into 274 rental apartments above 70,000 square feet of retail in two buildings. The residential component includes 54 (or 20 percent) affordable housing units at 60 percent area median income. The project will also include a community center, two private parking garages for the residents and a 215-car WMATA garage.</p>
55. Could you explain why CUA, St. Paul and Dance Place fall under the plan when they are in 5C and Edgewood?	<p>The study area for the SAP was not restricted to ANC5A or other ANC boundaries. The boundaries for the SAP generally are Taylor Street to the north, 13th Street to the east, Rhode Island Avenue to the south and 7th Street to Michigan Avenue to John McCormack Road to the west. It focused on a ¼ to ½ mile around the Metro station. The market analysis and transportation study considered a larger area to capture information from existing and potential development areas.</p>
56. <u>Transportation</u> : Support a carbon-	<p>Noted</p>



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<p>tax on gasoline – let the market reduce car ownership and traffic on the roads.</p>	
<p>57. <u>To the Panel</u>: Please consider the impact upon Monroe Street as the entrance to Brookland of (a) the traffic from 247 townhouses at St. Paul's being routed to Monroe and 7th Streets; (b) the massive development on CUA South Campus; (c) No change to Monroe Street provided for.</p>	<p>The SAP provides guidance to mitigate traffic demands emanating from new developments. The vision for Monroe Street in the SAP is a revitalized, tree-lined urban road connecting Brookland from west to east with retail, residential and cultural and arts uses. The following traffic mitigation measures/transportation improvements will be provided through approved PUDs:</p> <ol style="list-style-type: none"> 1. Abdo/Catholic University PUD: <ul style="list-style-type: none"> • Transportation Construction – The applicant will reconstruct the intersections of 7th Street and Michigan Avenue and Monroe Street and Michigan Avenue. Seventh Street would be realigned with the entrance to Catholic University on the north side of Michigan Avenue. Reconstruction of the Monroe and Michigan intersection would involve creating a T intersection with Monroe terminating at Michigan. The improvements, which would enhance pedestrian and vehicular safety, would also require the dedication of some right-of-way. • Transportation Demand Management (TDM) – The applicant's transportation consultant has recommended a number of TDM measures including the designation of a Transportation Management Coordinator, provision of SmarTrip cards for new residents and the provision of car sharing parking spaces in the public portion of the Block A1 parking garage 2. Artspace Studios PUD: <ul style="list-style-type: none"> • The required amount of parking is provided but at low transit-oriented development parking ratios. No parking for the Dance Place building. All parking will be provided in a garage, which will improve pedestrian safety and provide more efficient and effective vehicular circulation 3. Conference Center PUD: <ul style="list-style-type: none"> • The applicant will relocate the Irving Street entrance drive into the Property; install a traffic signal and advanced flashing beacon on Irving Street; provide a separate left turn-lane along the westbound approach of Irving Street
<p>58. <u>Ms. Hines</u>: How can the</p>	<p>"Land use and neighborhood character" was one of the guiding principles of the SAP. The principle</p>



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<p>Brookland/Michigan Park neighborhood mold the small area plan to preserve neighborhood character through the PUD process?</p>	<p>is detailed as follows:</p> <ul style="list-style-type: none">• Protect existing neighborhood character• Highlight neighborhood historic and cultural resources• Creative an active pedestrian neighborhood with mixed-use development and a variety of housing types for all income levels• Provide civic and cultural amenities• Promote quality in design of buildings and public spaces <p>Additionally, specific recommendations for preserving neighborhood character are included in the sub-area plans. References to compatibility with the existing neighborhood and protecting neighborhood character can be found in the SAP on the following pages:</p> <ul style="list-style-type: none">▪ Executive Summary page(s) 2,3,5, 8▪ Introduction page 11▪ Guiding Principles page 36▪ Small Area Plan page 39▪ Sub Areas page(s) 45, 47,51, 52▪ Recommendations and Implementation page(s) 53, 55, 56, 57 <p>During the PUD process, applicants must demonstrate how their development projects are consistent with principles and recommendations of the SAP. Provided as a separate document is a chart of the 4 approved PUDs in the Brookland area, indicating their consistency with the SAP. OP will work with the ANC5A Design Review committee if established as well as the Implementation Task Force to ensure that new development incorporates the guiding principles of the SAP.</p>
<p>59. <u>Please insist that written questions and OP answers are posted to OP website and Brookland e-list – the “get back” question – or post at the site where she plans to migrate the studies – communication has been poor.</u></p>	<p>OP will post the community questions and OP responses to its website and the Brookland list-serv by March 29, 2010. Links to all studies and other documents related to the Brookland area can be found at http://planning.dc.gov/planning/cwp/view,A,1285,Q,640097.asp</p>